

GRANT SIX

20,000
Production
Astonishingly
high Quality at
an astonishingly
low price.



RFH

THE Grant Six is the answer to the demand for a car without extravagance or frills—a car of utility. It is a practical car—economical in maintenance and operation—comfortable to ride in—safe to drive—easy to control—with a surplus of power—and built to stand up. It cuts the service expense of the dealer down to the minimum because it is built right—quality construction from start to finish. It is sold without need for explanations.

The keynote of Grant Six success is the fact that it is a “regular automobile” as one Grant dealer puts it. There has never been any occasion to offer excuses or explanations.

Ordinarily in automobiles selling for less than a thousand dollars there is more or less room for criticism in the way of cramped seating capacity, poor finish, small tires or lack of power.

There is no opportunity for such criticism of the Grant. Instead it is praised everywhere for its wonderful motor with its amazing flexibility, its generous seating capacity, its high class finish, its true worthiness.

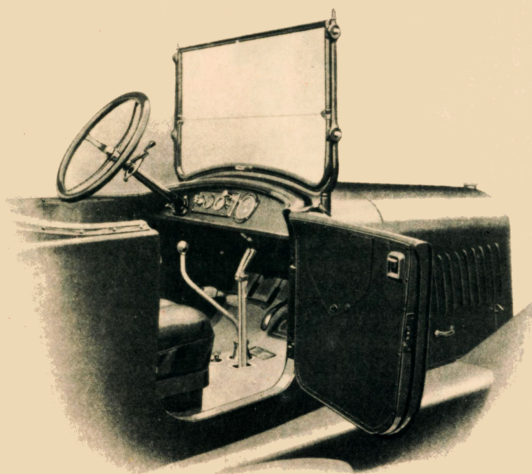
“An honest and true product,” says one dealer. And that is just exactly what we have tried to make it.

The easiest way to success is to make every customer a booster—and there is no other way to do that than to build a permanently satisfactory product.

And that is the idea back of the Grant Six.

How do dealers find it? One writes: “The Grant Six has acted as a wonderful tonic for our business. The concern that can’t sell Grants had better pull in its sign.”

That’s just the concrete expression of what we have tried to make all Grant dealers feel—not by *telling* it to them—but by putting such quality and such real



Clean, Simple Instrument Board
Wide Doors—There’s room for anybody
at the Grant Steering Wheel

worth into the car that they simply *can’t help* getting enthusiastic.

Another says, “Since handling and driving this car I have become so enthused that the Grant Six seems to have injected into me all of its ‘pep’ and ‘ginger’ and where I found it difficult to sell other cars, I find it easy to sell the Grant Six.”

Then, when another dealer in a hilly locality writes—“The Grant Six will do anything that other cars much higher in price will do. It can be throttled down to two miles an hour on high gear; it will climb the steepest hill in our parts easily—and we have *some* hills; it is very economical of gas and oil; repairs practically cost nothing compared with other cars; it is the best car on the market for the price. We are in love with it”—you think you *have* succeeded a little bit in producing an ideal car.

And when this is backed up with similar words from New England and backed by sales that exceed your fondest expectations, and the dealer in Denver writes, “The Grant Six has established a record in the Rocky Mountain district for hill climbing and durability equalled in no other car,”—that “sort of makes you feel” as if there *was* really something unusual to the car.



The 1917 Grant with 12 Gallon Gas Tank in Rear—and Stewart Vacuum Feed System

We have always contended that the big market was for the car of moderate price with high class features backed by high class construction in every detail.

What these dealers *say*, they say about our 1916 car—

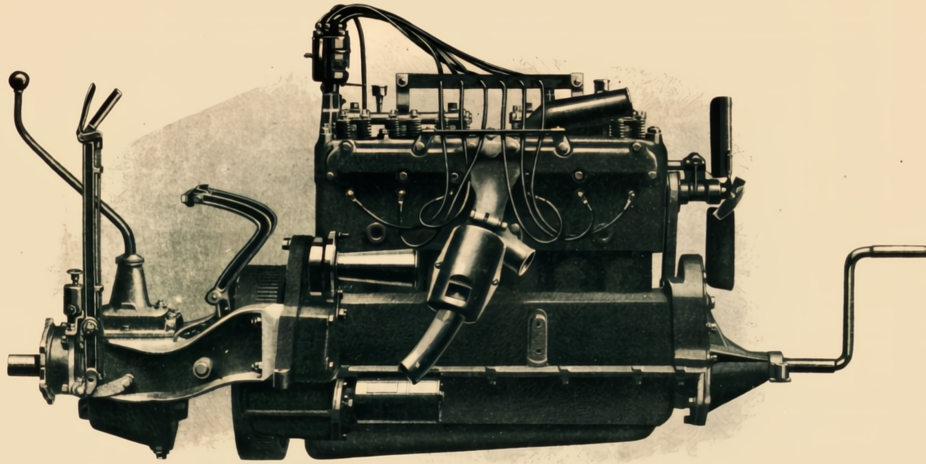
It *is* a good machine. It deserves everything they said about it, or they would not have said it—and they would not have come back for more cars—and our selling organization would not have grown to include over twelve hundred of the liveliest dealers in America.

The 1917 Grant Six is a *better* car. It is greater value in every way. It has the same wonderful motor. But it has many improvements—many features that will make builders and dealers in other cars priced two hundred dollars and more, higher than the Grant—fairly GASP—as they read the specifications.

There isn’t a thing missing. It still has the high quality mechanical construction—the sturdy strength and the excess power—but, it has also the features you will see described elsewhere. We reserve the right to make improvements in the Grant just as fast as we can discover where they can be made—that has always been our policy—and

**that’s why the public are literally demanding
20,000 Grant Sixes this year.**

The Wonderful Overhead Valve Motor of Exclusive Grant Design.



WHEN you raise the hood of the Grant Six you see something. You are not gazing at a dwarf or a pigmy imitation of a motor—but at a *real motor*—six cylinders $3 \times 4\frac{1}{4}$. There is not the slightest suggestion of the "model" or the toy; it looks like a good, strong, honest, working outfit and it *is* a trim motor—no frills; it looks powerful—and it *is* powerful. It is the sort of motor that you just simply forget because there is nothing to remind you of its existence. It is there for business—and it does anything and everything you ask it to do.

We believe it is the MOST EFFICIENT MOTOR IN THE WORLD.

By that we mean, it delivers the *utmost* in power for a motor of its size; it runs quietly and smoothly; it stands up in service; it costs mighty little per mile to operate for either gasoline or oil. And it is wonderfully flexible.

The Grant has a reputation as a marvelous hill climber—this is the motor that does the work.

Why Overhead Valves.

A few years ago there was a decided difference of opinion as to the merits of the overhead valve type of motor. It was the most expensive type to build. Everybody agreed upon THAT—and now they are all agreeing that it is the most efficient type. The reason it is the most efficient type of motor is: (1), because the valve in the head gives you the benefit of the full force of the explosion directly on the head of the cylinder. The power doesn't lose itself in by-passes, nooks, crannies, etc. as in "L" head motors; (2), its construction permits cleaner and better scavenging of the cylinders after each explosion; it permits taking in a full clean charge—and, because you get a clean, fresh charge of gas each time, you get the FULL QUOTA OF POWER each time. You have larger, freer working valves with an overhead valve motor—and, thus it is logical that the overhead type of motor with its larger valves gives the most in mileage and in power.

There is a more technical explanation than this—but, if you will only get a ride in the Grant Six you won't need any explanation—you will just accept it as the most wonderful motor you have ever seen in any car at anywhere near the Grant price.

Important Features.

Wagner two-unit starting and lighting system with Bendix Drive.

Remy Special Grant Ignition.

Stromberg Carburetor—feeding direct to the cylinders—no manifold.

Stewart Vacuum Feed and 12 gallon tank in rear.

Three-point suspension.

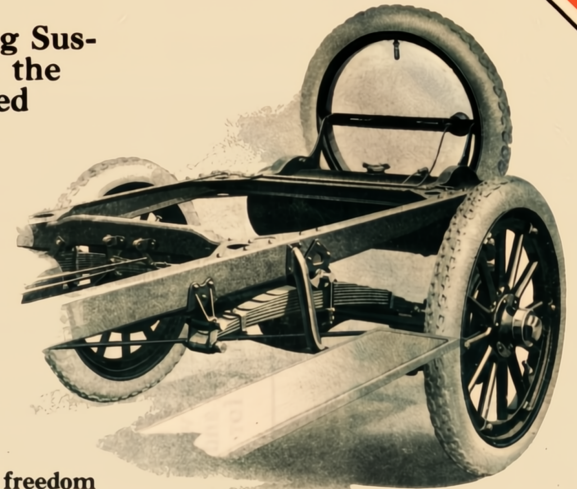
Constant level oil pressure pump.

Rear Cantilever Spring Suspension pivoted in the center and shackled at both ends.

WE are the originators of this type of spring suspension—the pivoted-shackled-at-both-ends-swung-under-the-frame-cantilever type. We do not claim to be the originators of the cantilever spring but of this particular TYPE, which has proved itself so supremely successful from the standpoint of easy riding qualities, economy of tires and freedom from breakage.

You can drive a Grant Six over a bump or a car track and you simply won't notice it. A ride proves it is one of the smoothest riding cars ever built.

You'll know how easy riding the Grant Six is when you have ridden in a Grant Six—not before.



Grant Six owners will tell you that the springs are not only easy riding—but they stand up.

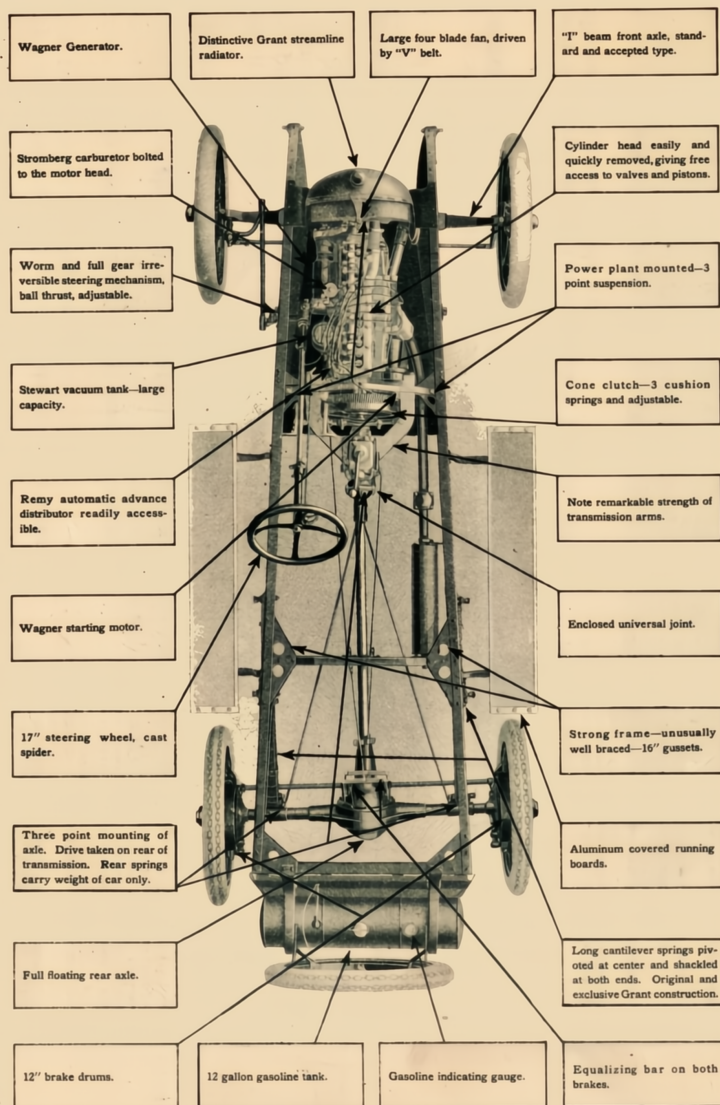
One of the features of the Grant Six that makes a hit with dealers every time is the fact that it costs amazingly little to give service on the Grant—

Because the QUALITY is in the construction and the DESIGN is right in every detail.

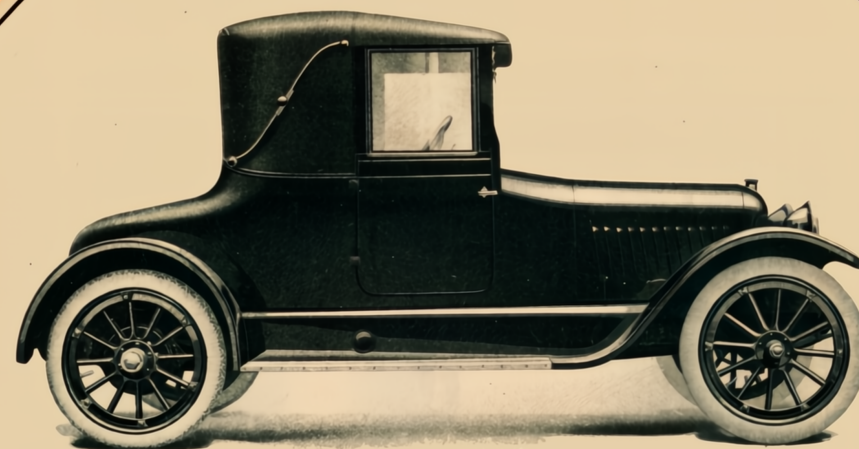
Absolutely Full Floating Rear Axle

With brake equalizers fastened directly to the axle which prevents possibility of car pulling one brake more than the other under any conditions.





The Strong, Simple chassis of the Grant Six instantly wins your admiration—it is so clearly designed from the standpoint of stability and efficiency.



Grant Six Cabriolet

This car has the beautiful refined lines of the most expensive cars. Seats three passengers and is finished in gray whipcord. The upholstery is deep and luxurious. The extra tire and rim can be carried inside the rear, same as on roadster, leaving the running boards free and clear.

Windows are split for ventilation and can be raised and lowered quickly. Not a detail is lacking.

Grant Six Roadster

You can add a hundred dollars or more to the Grant price and you will not be able to buy a car superior to it in any practical sense.

The seat is wide and comfortable—seats three.

The upholstery and finish—done in our shops—is first class in every respect.

There is an exceptionally large space at the rear for storage of tires, tools, etc. Also room for a suit case.

Winter Tops for Touring Cars and Roadsters

With the growth in all-year service of the automobile, has come a steady demand for enclosed winter tops. Comfort and style are the elements sought—and you get both in these cars.

Prices are exceedingly reasonable. Full information and prices sent on request.

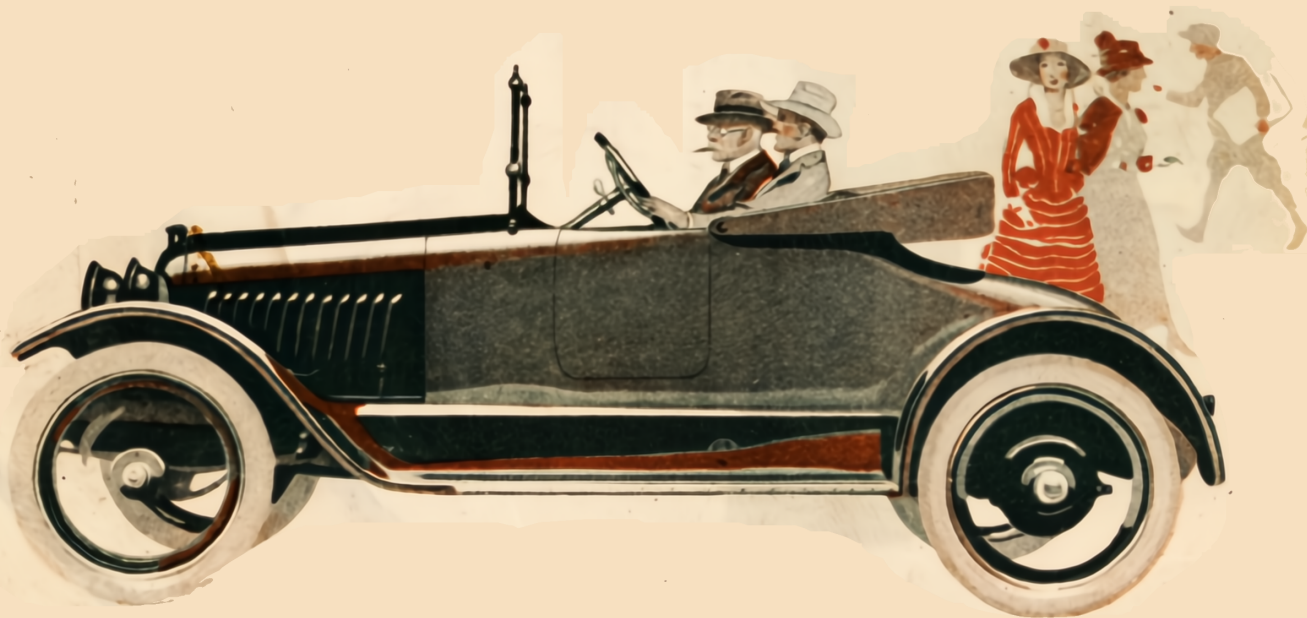
And these cars are also equipped with the wonderful Grant Six Motor—the motor that has "that something" that means extraordinary power and flexibility coupled with economy and silence.

It's "that something" that makes one man stand out from another—from a hundred others—and makes him a leader—a success.

You can call it "Pep," or enthusiasm, or energy, or work, whatever you will. You always recognize it in a *man*, no matter what you call it—and you will recognize it at once in the Grant Motor—no matter what *we* call it. And we would rather have you find it out for yourself than tell you about it. Let the Grant dealer show you, or, better still, find out for yourself.

GRANT SIX

It looks like
a Quality Six
Because it is
a Quality Six



1917 GRANT SIX 1917

**Capital
\$4,000,000**

THE Grant Motor Car Corporation now has a capital of \$4,000,000 and takes its place as one of the big producers in the industry. The company has the necessary strength to finance big production. This season we will build

20,000 Cars

Deliveries will be made on a uniform basis. Dealers who sell the Grant Six will be in a position to supply the demand.

**Grant Sales Organization Includes
Over 1,200
Dealers**

situated in all parts of the U. S. and Canada and in all foreign countries. Every Grant dealer benefits from the prestige of this splendid organization. The success of the Grant Six has been sweeping and decisive. It is based on two principal facts: (1) The Grant Six is precisely the type of car that most buyers want; (2) Grant Six has always offered the greatest value per dollar of any automobile investment. We build the car right. We put the value into the car. The dealers are swift to see it there, the public is equally quick to see it. Grant dealers do not have to make explanations or excuses; they simply have to point to the Grant Six and say one word, *Compare*.

In these days of high fuel cost, it pays to remember that the Grant Six is one of the most economical cars ever built. Its consumption of oil and gasoline is surprisingly small.



THE way to make a success in the automobile business is to build the type of car the public wants and then give just as much as you possibly can for the money. That is the Grant idea. It works splendidly for the dealer, works better for the buyer, and it assures permanency for the manufacturer.

Easy Riding—Strong—Powerful Flexible—Economical

THE 1917 Grant Six, improved and up to the minute, clearly indicates values simply unheard of in any car of its price.

And the Grant is a SIX—and an OVERHEAD VALVE SIX. It presents all the flexibility, all the marvelous evenness of torque, all the perfect balance, all the quick acceleration, all the smoothness of the high-grade SIX, with utmost ECONOMY.

As a hill climber the Grant Six is unsurpassed. In sand and mud its performance has been rated remarkable. It has yet to be excelled.

It throttles down to TWO MILES an hour on high gear—and speeds up to fifty miles—an more.

Owners find it amazingly economical in its consumption of gasoline and oil. Its high efficiency motor and light weight both contribute to this advantage.

Its economy in the use of fuel, lubricant and tires is backed up by economy in the need for repairs.

We believe the Grant Six has one of the most beautiful bodies of any car at any price. Grant bodies are painted, trimmed and finished in our own shops. Not for the sake of economy, but because we want to be SURE of good quality.

The safe way to estimate values is to compare. TO KNOW that the Grant Six offers you the GREATEST SIX CYLINDER value in the world you have only to compare.

The 1917 Grant Six has:

Wagner Two-Unit starting and lighting system, specially built to the Grant Six.

Special Remy Ignition, so finely adjusted and built to meet the conditions of the Grant Motor that it gives perfect ignition at any speed. Your motor operates as faultlessly at two miles an hour or less, as it does at fifteen or twenty—as flawlessly at twenty-five as at fifteen. At ANY speed, you get perfect ignition. You know what that means. Compare.

Stewart Vacuum Gasoline System—the best. 12 gallon tank in rear. Compare.

Stromberg Carburetor.

18-inch Steering Wheel.

Full-floating rear axle with brake equalizers and 12-inch brake drums.

Big, drop forged front axle of standard design with strong, stout steering connections. Compare.

Clean, neat, simply arranged instrument board. Compare.

Extra wide, comfortable rear seat. Measure it. Ample leg room in both front and rear compartments. Long grain, bright upholstery. Deep cushions. First class springs.

Double bulb headlights. Real aluminum covered running boards. Exceptionally handsome fenders—full size, and beautifully finished. Guards, fenders and hood, finished in three coats of black enamel.

Unit Power Plant with three-point suspension. Constant level oil pressure pump. Overhead Valve Motor with all the extra power and fuel economy that Overhead Valves mean.

Cantilever spring suspension—real cantilever, pivoted in center and shackled at both ends.

And the more carefully you read the specifications, the more you will be surprised at Grant Quality for the price. There's really nothing comparable with it.

Is there any car that offers MORE for the money than the 1917 Grant? Is there any car that offers as much? Just compare.

We believe the Grant Six to be the greatest Six value of the year regardless of price. Our conclusions are arrived at by comparison. You will convince yourself by the same method.

There is no royal road to better values. The only way to have them in the car is to put them there. And we are proud of the Grant Six not because it is the original of a type, but because it so fully justifies those who believe it to be the very best car of that type.

Specifications

MOTOR—Grant six cylinder—exclusive design—3" bore 4 1/2" stroke. Runs on 110—120 and upper end of crank case cast integral. Overhead valves. Extra large bearing surfaces insuring minimum wear on valve operating mechanism. Water cooled, thermos siphon system.

CRANK SHAFT—Drop forged, special alloy steel, 1 1/2" diameter. Three large bearings.

PISTONS—Very light. Three rings.

LUBRICATION—Circulating pressure pump driven off crank shaft. Oil level indicator on crank case.

TIMING GEAR—Integral, cast iron against steel.

CARBURETOR—Stromberg, bellows directly to cylinder head.

IGNITION—Remy Special Automatic Grant Ignition driven by special gears off crank shaft. Manual corrective control. Faultless ignition at all speeds.

STARTER—Wagner 2-unit starting and lighting system. Specially designed for Grant Six motor. Will start Grant Six.

TRANSMISSION—Selective sliding gear. Three speeds forward and reverse.

CLUTCH—12" fabric faced, pressed steel cone. Three adjustable coiled clutch cushion springs. Clutch pedal adjustable. Bell three type of shifter; motionless. Clutch brake inserting easy gear changing.

FRONT AXLE—Drop forged. Standard "I" beam, special steel, heat-treated. Steering knuckle pins hardened and ground.

REAR AXLE—Full floating. Long third member with round ends. Drive and larger tubes on rear end of transmission to insure of rigid and strong mounting. Springs are entirely relieved of all driving strains, and the axle is of three-point suspension, which, in connection with the three-point suspension on the motor, insures elimination of all possibility of vibration and misalignment of the chassis parts.

BRAKES—Internal expanding and external contracting. Brake shoes 10" wide, 12" diameter, lined with leather.

STEERING GEAR—Irreversible, worm and sector type. Adjustable 18" wheel.

CONTROL—Left hand drive. Capstan control. Throttle lever under wheel. Fast accelerator.

GASOLINE SYSTEM—12 gallon tank mounted on rear. Stewart Vacuum Fuel System.

SPRINGS—Front semi-elliptic, 36" long, 1 1/2" wide. Rear 36" long, 2" wide. True cantilever—no "I" differential, equalized spring steel. Due to the three-point driving strains, thus insuring perfect spring action.

WHEEL BASE—112 inches.

TRAIL—5 1/2 inches.

BODY—See Illustration. Big, comfortable Five Passenger, deep, wide, streamlined. Real aluminum covered running boards.

FENDERS—Heavy stamped covers, joined to aluminum covered running boards.

TIRES—22 x 3 1/2" all around straight-side type, non-skids in rear.

WINDSHIELD—Plate Glass. Two-piece, rain vision.

GLASS—Heavy position. Carved base conforming to contour.

ROAD CLEARANCE—15".

TOP—One-man mobile with modular top ally, inside curtains.

LIGHTS—Double bulb electric headlights. Electric tail and dash lights. Also electric horns.

OIL BOARD MOUNTING—Oil pressure gauge—spring-mounted. Insures long life of pump.

Electric Horn. Complete Tool Equipment. The Carrier, etc. Fully equipped.

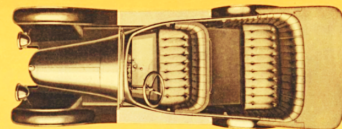
A Few Tests of the Grant

Under the auspices of the Denver Post, Grant Six broke all records climbing "Hill of Despair," Denver, on high gear. Up to the time Grant Six made the record no car had ever negotiated this famous hill on high.

From July 17th, 1915, to August 16th, 1915, in the sales rooms of the Simmons Motor Company, Chicago, a Grant Six was run continuously for thirty days without stopping except ten minutes for tire change, a remarkable test that has never been equalled. Write for details.

It also gave a daily demonstration climbing a 45% grade. Grant Six climbed Pike's Peak.

But, better than all these tests is the splendid showing made by Grant Six in service everywhere.



Body Dimensions

1. Width of front seat, 48".
2. Depth of front seat, 17 1/2".
3. Thickness of cushion at front, 9".
4. Distance from front of front seat to dash, 26".
5. Height of front seat from floor, 14".
6. Width of rear seat, 47".
7. Depth of rear seat, 15".
8. Thickness at front of cushion, 9".
9. Thickness at rear of cushion, 6".
10. Distance from rear of rear seat to back of front seat, 43 1/2".
11. Height of rear cushion from floor, 14".
12. Width front door, 17".
13. Width rear door, 14".
14. Length car over all, top up, 135".
15. Width car over all, top up, 58".
16. Extreme width over all, 58".
17. Height over all, top up, 67".

GRANT MOTOR CAR CORPORATION
FINDLAY, OHIO CLEVELAND, OHIO - AFTER AUGUST 1st